



# PROPOSED SMALL-SCALE FUTURE LAND USE MAP (FLUM) AMENDMENT

## OVERVIEW

ORDINANCE: 2019-365

APPLICATION: L-5335-18C-3-3

APPLICANT: PAUL HARDEN, ESQ.

PROPERTY LOCATION: the east side of San Pablo Parkway between San Pablo Parkway and San Pablo Road S

Acreage: 2.92

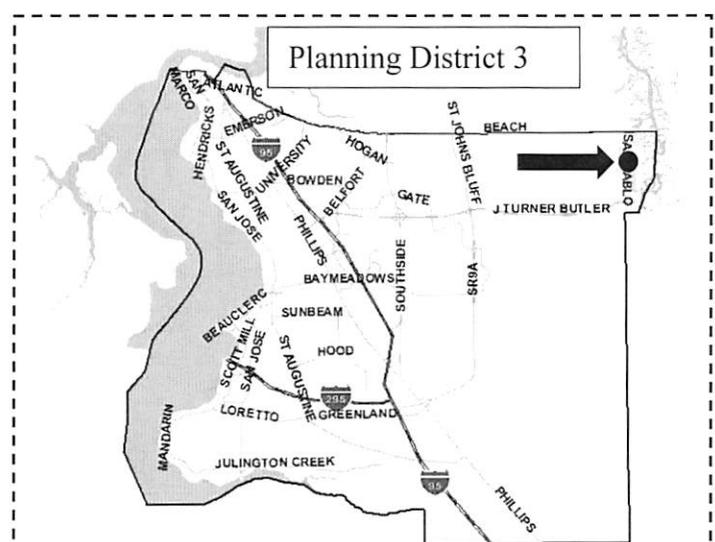
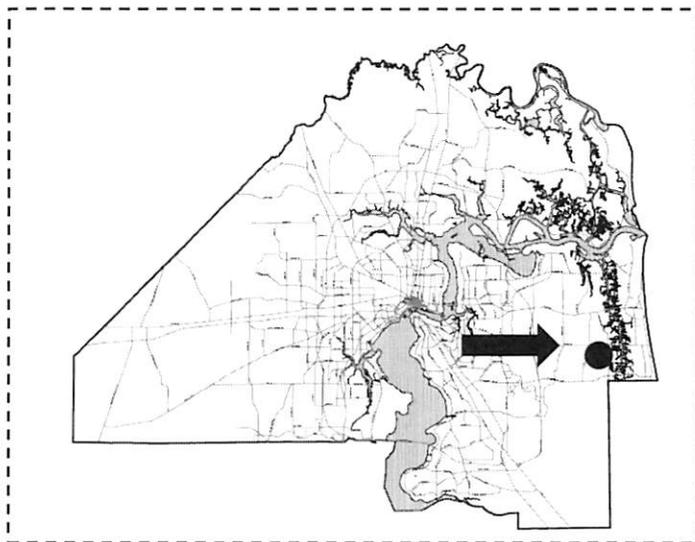
Requested Action:

	Current	Proposed
LAND USE	LDR and RPI	CGC
ZONING	RR-Acre and PUD	PUD

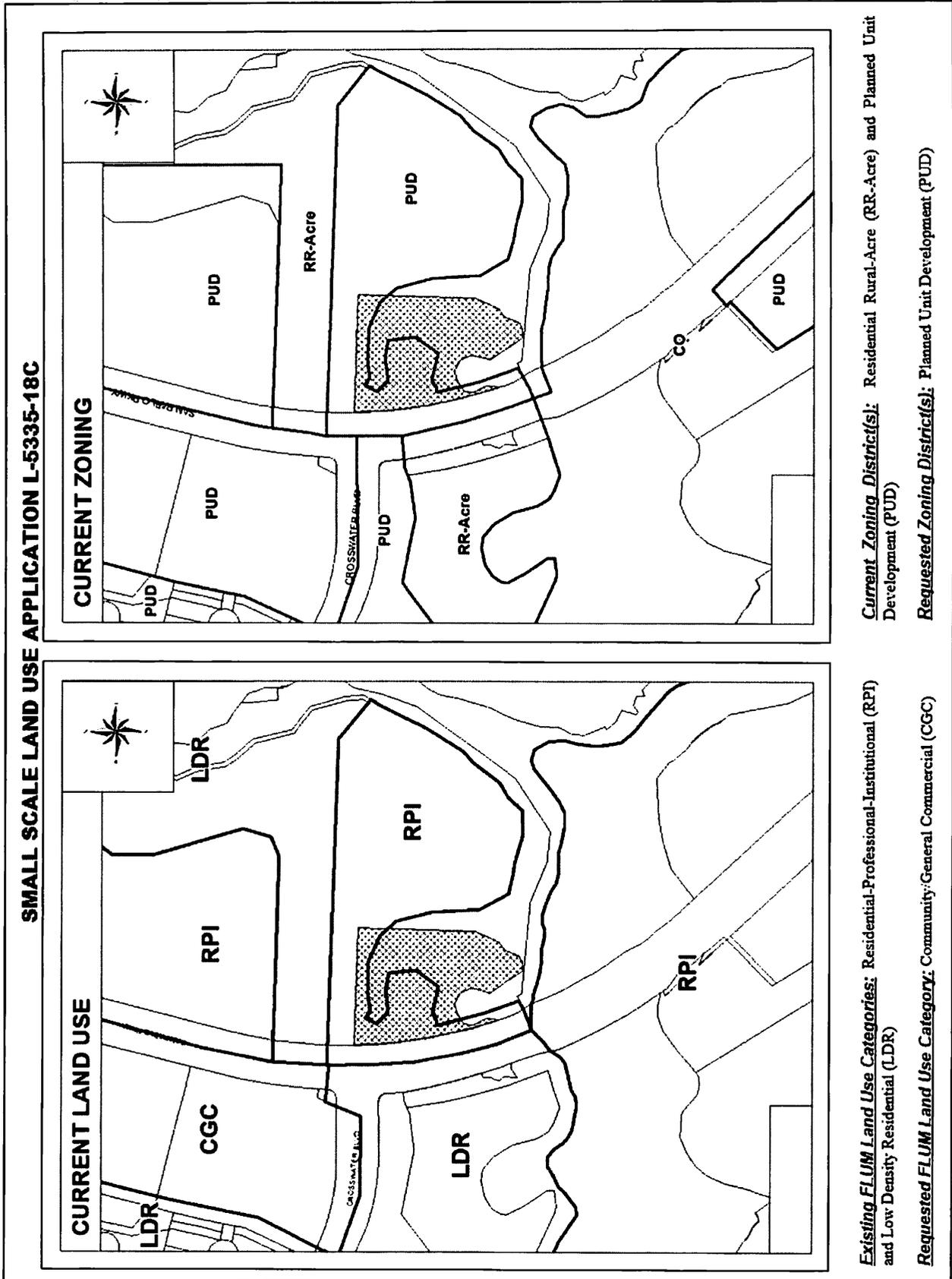
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LDR and RPI	CGC	8 DUs LDR (5 DU/Acre)	N/A	25,700 sq. ft. RPI uses (0.5 FAR)	44,518 sq. ft. of CGC uses (0.35 FAR)	Decrease of 8 DUs	Increase of 18,718 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: **APPROVAL**

LOCATION MAPS:



# DUAL MAP PAGE



# ANALYSIS

## Background:

The subject property is located on San Pablo Parkway, south of Beach Boulevard (U.S. 90), just southeast of the intersection with Crosswater Boulevard. San Pablo Parkway is classified as a minor arterial roadway according to the Functional Highway Classification Map. The 2.92 acre site is vacant. The property is located in Planning District 3, Council District 3 and within the boundaries of the Southeast Vision Plan. The property is located within the Suburban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The applicant proposes an amendment to the FLUMs from Low Density Residential (LDR) and Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) and a rezoning from Rural Residential-Acre (RR-Acre) and Planned Unit Development (PUD) to PUD.

In 2012, several land use amendments were approved along San Pablo Parkway in close proximity to the site. North and west of the subject site on San Pablo Parkway at the intersection with Crosswater Boulevard, Ordinance 2012-325-E changed the land use from Business Park (BP) to CGC. Further north and west of the subject site, Ordinance 2012-602-E approved the amendment of 113 acres from BP to Low Density Residential (LDR) for a single-family subdivision and Ordinance 2012-604-E amended the land use category from BP to RPI. (See Attachment F)

More recently, four land use amendments in the area have been approved. Ordinance 2019-076-E approved a change from CGC to MDR north of the subject site on the west side of San Pablo Parkway. Ordinances 2019-072-E and 2019-074-E approved changes from RPI to CGC north of the subject site on the East side of San Pablo parkway and just north of the intersection with Sam Yopez Road. Ordinance 2019-187-E approved a change from MDR, LDR and RPI to CGC southwest of the site on a parcel off of W.M. Davis parkway and across the street from the Mayo Clinic. (See Attachment F)

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on the Existing Land Utilization Map (See Attachment A). The adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR, RPI and CGC	RR-Acre and PUD	Vacant
South	LDR and RPI	RR-Acre and CO	Vacant
East	LDR and RPI	RR-Acre and PUD	Vacant
West (across San Pablo Parkway)	LDR	RR-Acre and CO	Vacant

The proposed amendment does not include a residential component. Therefore, school capacity will not be impacted.

**Impact Assessment:**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

**Utility Capacity**

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant provided a JEA letter of availability, dated February 5, 2019, which shows water and sewer service are available to the subject site. The JEA letter is included in the companion rezoning application.

**Infrastructure Element, Sanitary Sewer Sub-Element**

**Policy 1.2.6** Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
  - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
  - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
  - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
  - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
  - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
  - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
  - c. Each lot is a minimum of 1 acre unsubmerged property.
  - d. Alternative (mounded) systems are not required.

## Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 783 new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

### Transportation Element

**Objective 1.2** The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.

**Policy 1.2.1** The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

**Policy 1.2.3** The City, through its Mobility Fee System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

### Capital Improvements Element

**Policy 1.6.1** Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

### Supplemental Transportation Information

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.

The project site is located in Mobility Zone 2.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes

determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.70**.

San Pablo Parkway is the first functional classified facility that would be impacted by the proposed development. This segment between W.M. Davis Parkway and Beach Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 34,020 vpd. The proposed commercial development could generate approximately 783 daily trips onto the network. This segment is expected to operate at a V/C ratio of 1.23 with the inclusion of the additional traffic from this land use amendment.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### **Historic Preservation Element**

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

### **Airport Environment Zone**

The site is located within the 500 foot Height and Hazard Zone for the Jacksonville Executive at Craig Airport. Zoning will limit development to a maximum height of less than 500', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

### **Future Land Use Element**

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

### **Flood Zone**

Approximately 0.50 of an acre of the subject site is located within the (0.2 PCT Annual Chance Flood Hazard flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years.

This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year. (See Attachment C, Flood Zone Map)

The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

**Conservation /Coastal Management Element (CCME)**

Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:  
A. Land acquisition or conservation easement acquisition;  
B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and  
C. Incentives, including tax benefits and transfer of development rights.

**Wetlands**

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: Approximately 0.50 of an acre

General Location(s): The majority of wetlands follow the 0.2 PCT Annual Chance Flood Hazard flood zone along the southern boundary of the site with some wrapping around to the northern portion of the site.

Quality/Functional Value:

The wetland has a high functional value for water filtration attenuation and flood water capacity and is located in flood zones, yet has an indirect impact on the City's waterways.

**Soil Types/  
Characteristics:**

32- Leon Fine Sand, 0 to 2 percent slopes– The Leon series consists of nearly level, poorly drained and very poorly drained, sandy soils. These soils formed in thick beds of marine sand. They are in flatwoods and tidal marshes.

35 – Lynn Haven Fine Sand, 0 to 2 percent slopes - gently sloping, poorly drained, sandy, generally found on flats and in steep areas of side slopes, formed in thick beds of sandy marine sediment. The wetland soils areas have water tables near or above the ground surface.

68 – Tisonia mucky peat, 0 to 1 percent slopes, frequently flooded-very frequently flooded – The Tisonia series consists of nearly level, very poorly drained, organic soils. These soils formed from nonwoody, halophytic plant remains underlain by fine textured sediments. They are in tidal marshes. The soils are very slowly permeable. The high water table generally is at or near the surface, and areas are flooded twice daily by fluctuating tides for very brief periods. Slopes are linear and are 0 to 1 percent.

**Wetland Category:** Category III

**Consistency of Permitted Uses:** All uses if consistent with CCME Policies 4.1.3 and 4.1.6

**Environmental Resource Permit (ERP):** ERP not provided by the applicant

**Wetlands Impact:** Insufficient information to determine impacts; applicant intends to provide mitigation and get ERP permit for impacts

**Associated Impacts:** 0.2 PCT Annual Chance Flood Hazard flood zone – however, the site plan shows development outside of this area.

**Relevant Policies:** CCME Policies 4.1.3 and 4.1.6

**CCME Policy 4.1.3**

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

**(a) Encroachment**

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site

alternative exists; and

- (b) **No net loss**  
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
  - i the habitat of fish, wildlife and threatened or endangered species,
  - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
  - iii the food sources of fish and wildlife including those which are threatened or endangered,
  - iv the water quality of the wetland, and
  - v the flood storage and flood conveyance capabilities of the wetland; and
- (c) **Floodplain protection**  
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) **Stormwater quality**  
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
  - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
  - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) **Septic tanks**  
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) **Hydrology**  
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

**CCME Policy 4.1.6**

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

(1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Suburban Area	
Roadway Frontage Classification	San Pablo Parkway – Minor Arterial	
Plans/Studies	Southeast Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	vacant	Commercial uses
Land Use/Zoning	LDR (1.74 acres) and RPI (1.18 acres) / RR-Acre and PUD	CGC / CCG-1
Development Standards For Impact Assessment	LDR: 5 DU/acre and RPI: 0.5 FAR	0.35 FAR
Development Potential	LDR: 8 DUs RPI: 25,700.4 sf	44,518 sf
Population Potential	21 people	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	500' Surface Elevation Zone for Craig Municipal Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Medium and High Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	783 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 2,169 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 1,626 gpd	
Potential Solid Waste Impact	Increase of 142,627 tons per year	
Drainage Basin / Sub-Basin	Intracoastal Waterway / Open Creek	
Recreation and Parks	No	
Mass Transit	Community Shuttle 303 near the Mayo Clinic, South of W.M. Davis Parkway	

NATURAL FEATURES	
Elevations	2-10 feet
Land Cover	6170 – Mixed Wetland Hardwoods
Soils	32- Leon Fine Sand, 0 to 2 percent slopes; 35 – Lynn haven Fine Sand, 0 to 2 percent slopes; 68 – Tisonia mucky peat, 0 to 1 percent slopes, frequently flooded
Floodzone	AE and 0.2 PCT Annual Chance Flood Hazard
Wetlands	6170 – Mixed Wetland hardwoods (3.28 acres); 6420- Saltwater Marshes (0.13 of an acre)
Wildlife (sites greater than 50 acres)	N/A

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on May 31, 2019, the required notices of public hearing signs were posted. Ten (10) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizens Information Meeting was held June 3, 2019, and no speakers were present.



# CONSISTENCY EVALUATION

## 2030 Comprehensive Plan

The proposed amendment is consistent with the following Objectives and Policies of the 2030 Comprehensive Plan:

### Future Land Use Element

- Objective 1.1** Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.10** Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.2.9** Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- Policy 1.3.8** The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movements. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular traffic.
- Objective 3.2** Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.7** The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.
- Objective 6.3** The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

## **Recreation and Open Space Element (ROSE):**

Policy 2.2.1        The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

According to the Category Description of the Future Land Use Element (FLUE), the existing RPI land use category within the Suburban Development Area permits mostly low to medium density residential, with a maximum gross density of 20 units/acre, and professional office use. Generally, multi-family dwellings, office, institutional, commercial retail sales and service establishments are permitted in appropriate locations.

The existing LDR land use category provides for low density residential development for up to 7 units/acre when full urban services are available to the site.

The Community General Commercial (CGC) land use designation includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated February 5, 2019 and provided with the companion rezoning, there is a 24-inch water main along San Pablo Parkway adjacent to the site. In addition, there is an 8-inch gravity sewer main within the San Pablo Road right-of-way, adjacent to the site.

The proposed amendment to CGC is for land located within the Suburban Development Area that has access to full urban services and is situated along a 4-lane minor arterial road with landscaped medians. In addition to abutting a minor arterial roadway on the west, the subject site abuts land in the RPI and LDR land use categories with uses in the CGC land use category adjacent to the site across San Pablo Parkway. The larger area along San Pablo Parkway includes a number of land use and zoning changes for non-residential uses abutting this minor arterial roadway. Additionally, the Mayo Clinic just south of the subject site further integrates the area with a mix of allowed commercial and residential uses. Therefore, the proposed amendment results in a compact and compatible land use pattern that promotes opportunities for interconnected land uses to reduce the need for trip generation and supports a diverse set of mobility options as called for in FLUE Objectives 1.1 and 3.2 as well as Policies 1.1.10 and 1.3.8.

The proposed amendment to CGC promotes a compact and compatible land development pattern, while creating an organized and balanced combination of uses and allows for infill development on vacant, underutilized land. The proposed amendment to CGC would promote development of a commercial use that is consistent with the character and trend of the area and permits development and expansion of commercial uses along a minor arterial corridor,

thereby meeting the requirements set forth in FLUE Objective 3.2, Objective 6.3 and Policy 3.2.7.

The proposed land use amendment will be required to comply with ROSE Policy 2.2.1 concerning the adequate provision of open space.

### **Southeast Vision Plan**

The proposed amendment is located within the boundaries of the Southeast Vision Plan. The Guiding Principles of the Southeast Vision Plan provide a framework for directing growth towards existing commercial corridors and away from existing neighborhoods, with an aim towards preserving the existing character and scale of neighborhoods. Principle Four of the Vision Plan seeks to provide for economic growth. More specifically, Sub-Principle 4.1 seeks to provide sufficient land resources for future growth and to protect industry that is critical to sustaining economic growth. Given the site's location on San Pablo Parkway, a minor-arterial corridor, as well as its proximity the Mayo Clinic and to other commercial uses at Beach Boulevard, the location for the proposed amendment is appropriate. The proposed land use amendment is consistent with the Southeast Vision Plan as it focuses on commercial infill consistent with the character of the surrounding area.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Economic Development Element:

Goal 2.3      An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the creation of new business; thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

### **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Plan.



# ATTACHMENT B

## Traffic Analysis:



ONE CITY ONE  
JACKSONVILLE

City of Jacksonville, Florida

*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY  
www.coj.net

### **MEMORANDUM**

**DATE:** May 16, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Planning Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5335-18C

A trip generation analysis was conducted for Land Use Amendment L-5335-18C, located south of Sam Yagz Road between San Pablo Parkway and San Pablo Road in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Low Density Residential (LDR) and Residential/Professional/Institutional (RPI) nonresidential land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) use on approximately 2.92 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the LDR land use category development impact assessment standards allows for 5 single-family dwelling units per acre, resulting in a development potential of 8 single family homes (ITE Code 210) which could generate 76 daily vehicular trips. The RPI nonresidential land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 25,700 SF of office/institutional space (ITE Code 710) which could generate 250 daily vehicular trips. The proposed the CGC land use category allows for 0.35 FAR per acre, resulting in a development potential of 44,518 SF of commercial space (ITE Land Use Code 820), generating 1,109 new daily vehicular trips. This will result in 783 net new daily vehicular trips if the land use is amended from LDR and RPI to CGC, as shown in Table A.

## ATTACHMENT B (cont)

### Traffic Analysis:

**Table A  
Trip Generation Estimation**

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
LDR	210	8 SFDU	T = 9.44 (X)	76	0.00%	76
RPI	710	25,700 SF	T = 9.74 (X) / 1000	250	0.00%	250
<b>Total Section 1</b>						<b>326</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	44,518 SF	T = 37.75 (X) / 1000	1,681	34.00%	1,109
<b>Total Section 2</b>						<b>1,109</b>
<b>Net New Daily Trips</b>						<b>783</b>

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

#### Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 2.

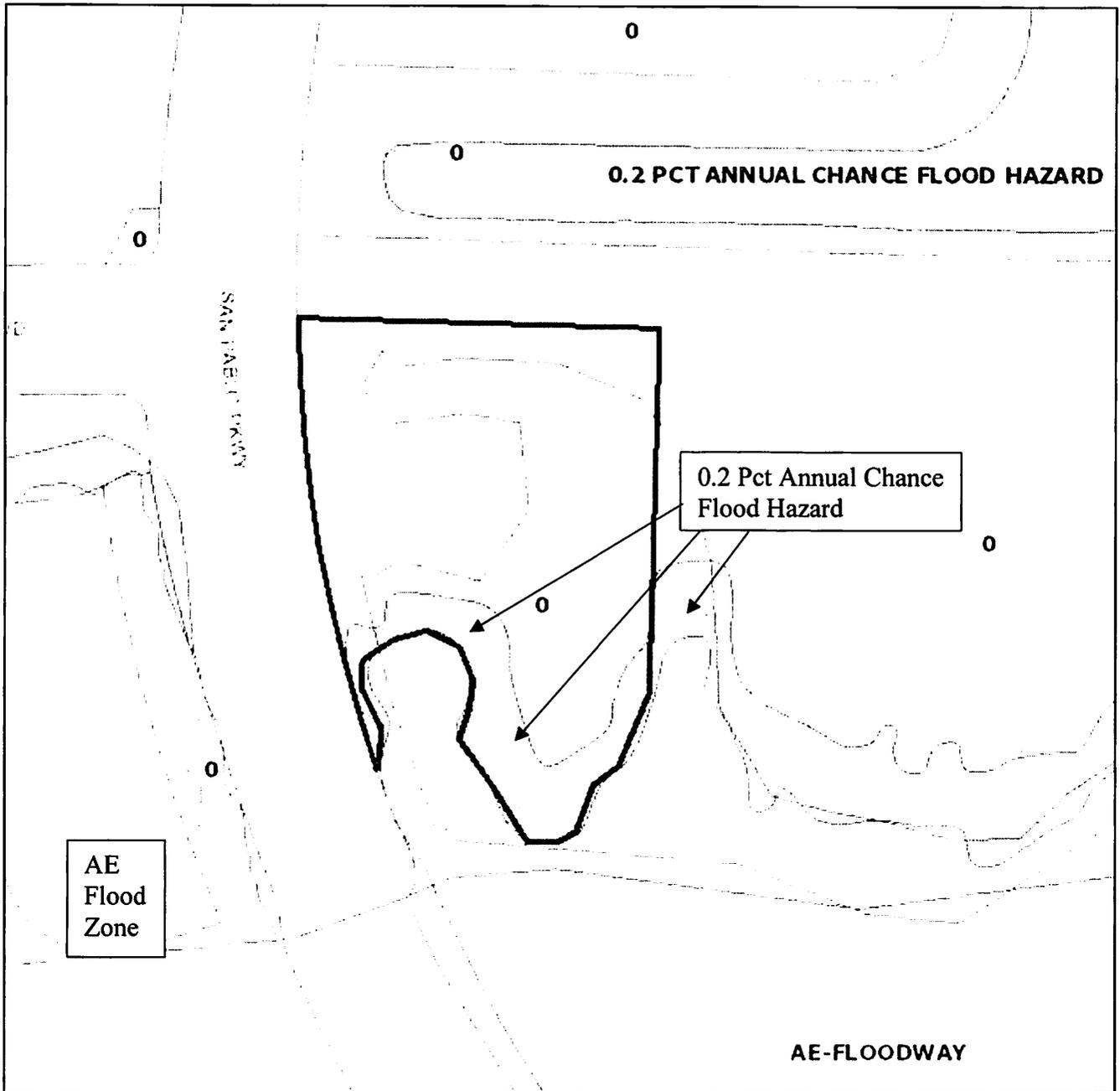
Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is 0.70.

San Pablo Parkway is the first functional classified facility that would be impacted by the proposed development. This segment between W.M. Davis Parkway and Beach Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 34,020 vpd. The proposed commercial development could generate approximately 783 daily trips onto the network. This segment is expected to operate at a V/C ratio of 1.23 with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Flood Zone Map



# ATTACHMENT D

## Land Use Amendment Application:

		<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
<b>Date Submitted:</b>	12/4/18	<b>Date Staff Report is Available to Public:</b>	6/14/2019
<b>Land Use Adoption Ordinance #:</b>	2019-365	<b>Planning Commission's LPA Public Hearing:</b>	6/20/2019
<b>Rezoning Ordinance #:</b>	2019-366	<b>1st City Council Public Hearing:</b>	6/25/2019
<b>JPDD Application #:</b>	L-5335-18C	<b>LUZ Committee's Public Hearing:</b>	7/16/2019
<b>Assigned Planner:</b>	Helena Parola	<b>2nd City Council Public Hearing:</b>	7/23/2019

**GENERAL INFORMATION ON APPLICANT & OWNER**

<b>Applicant Information:</b> PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET	<b>Owner Information:</b> JED DAVIS PABLO HOLDINGS, LLC 4310 PABLO OAKS COURT JACKSONVILLE, FL 32224  JED DAVIS ESTUARY, LLC 4310 PABLO OAKS COURT JACKSONVILLE, FL 32224
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**DESCRIPTION OF PROPERTY**

<b>Acreage:</b> 2.92	<b>General Location:</b> BETWEEN SAN PABLO PKWY AND SAN PABLO RD S
<b>Real Estate #(s):</b> 167452 0060. a portion of 167452 0500. a portion of	<b>Address:</b> 0 SAN PABLO RD S 0 SAN PABLO PARKWAY
<b>Planning District:</b> 3	
<b>Council District:</b> 3	
<b>Development Area:</b> SUBURBAN AREA	
<b>Between Streets/Major Features:</b> SAN PABLO PKWY and SAN PABLO RD S	

**LAND USE AMENDMENT REQUEST INFORMATION**

**Current Utilization of Property:** VACANT LAND  
**Current Land Use Category/Categories and Acreage:**  
LDR 1.74  
RPI 1.18

**Requested Land Use Category:** CGC      **Surrounding Land Use Categories:** LDR, RPI

**Applicant's Justification for Land Use Amendment:**  
TO DEVELOP PROPERTY WITH COMMERCIAL USES

**UTILITIES**

**Potable Water:** JEA      **Sanitary Sewer:** JEA

**COMPANION REZONING REQUEST INFORMATION**

**Current Zoning District(s) and Acreage:**  
PUD 1.18  
RR-Acre 1.74

**Requested Zoning District:** PUD

Additional information is available at 904-255-7888 or on the web at <http://maps.coj.net/luzap/>

# ATTACHMENT E

AERIAL MAP:



# ATTACHMENT F

## MAP OF NEARBY LAND USE CHANGES:

